

7.7.21

STREET REQUIREMENTS

7.7.21.1

The street layout shall conform to the General Plan of the County.

7.7.21.2

Minor streets shall be laid out to discourage through traffic.

7.7.21.3

Stub street shall be provided where needed to connect to adjacent undeveloped land and new streets must be provided where needed to connect to existing stub streets in adjacent developments. Not more than 6 lots shall front on a stub street, except where a temporary cul-de-sac turn-around is provided.

7.7.21.4

All streets shall be extended to subdivision boundaries and fully improved.

7.7.21.5

Intersections of minor streets with major streets shall be kept to the minimum.

7.7.21.6

Minimum right-of-way widths for public streets shall be determined by resolution of the County Commission for various categories of streets, but shall in no case be less than the following:

Street Category	Minimum ROW for Public Streets	Minimum ROW for Private Streets	Minimum Pavement Width for Public Streets	Minimum Pavement Width for Private Streets
Arterial	STATE & U.S. HIGHWAYS ONLY	STATE & U.S. HIGHWAYS ONLY	STATE & U.S. HIGHWAYS ONLY	STATE & U.S. HIGHWAYS ONLY
Major	80'	NA	48' (12' Median)	NA
Collector	66'	NA	26'/6' Shoulder	NA
Dead End or Cul-de-sac	50' 50' Radius for Circle	33'	24'/6' Shoulder 40' Radius for Circle	18'
Minor Collector in Subdivisions	60'	NA	24' /6' Shoulder	NA

TABLE 7.7.21.6.1

7.7.21.6.2

ROAD IMPROVEMENTS.

All roads in a subdivision onto which new lots front shall be paved to meet the minimum width standards as stated in Table 7.7.21.5.1, or as approved by the County Road Committee. All construction shall comply to County construction standards.

7.7.21.6.2.1

Where an existing road is the designated road and is a gravel road, the subdivider shall be required to improve the existing road to meet the design standards. The pavement shall be extended beyond the subdivision boundary in each direction a minimum of 200 feet or greater as determined by the Planning Commission to minimize the dust emissions.

In order to protect the subdivider's investment for the improved county road, the county shall impose an improvement fee to any owner or subdivider of land that is opposite this section of improved roadway. This fee shall be one half of the total improvement cost and shall be paid to

the first subdivider if any additional subdivisions are created within a five (5) year period of when the original subdivision was approved.

7.7.21.7

When all the lots are 120 feet in frontage width or wider, curb and gutter, and sidewalks are not required and in their place a 6 foot shoulder shall be provided on each side of the street at the same grade as the pavement and appropriate drainage provisions shall be constructed.

7.7.21.8

No half-streets are permitted.

7.7.21.9

Dead-end streets, including stub streets, shall be permitted or required by the Planning Commission only to provide future access to adjoining property, except for dead-end street systems in Cluster Developments, in Planned Unit Developments, Condominiums Developments, or similar special projects.

7.7.21.10

Permanent cul-de-sac streets serving no more than 20 lots, and not more than 600 feet long, whichever is more restrictive, may be permitted and shall be provided with a right-of-way width of 50 feet and at the turn-around a 50 feet radius or more, and the face of curb or pavement edge radius shall be 40 feet or more. Cul-de-sac streets intended to be only temporary must also satisfy the above requirements.

7.7.21.11

No more than 4 streets shall enter an intersection.

7.7.21.12

Streets shall intersect at 90 degrees, except where otherwise approved as necessary by the Planning Commission.

7.7.21.13

The center lines of 2 subordinate streets meeting a through street from opposite sides shall extend as a continuous line, or the center lines shall be offset at least 150 feet.

7.7.21.14

STREET NAMES.

Streets shall be numbered based on the adopted grid system. Streets may also be named but there shall be no duplication of street names within the area. All street names must be approved by the Planning Commission and shall be given to the County Recorder and Building Official for review and recommendation prior to the approval of street names by the Planning Commission.

7.7.21.15

CURVATURE AND ALIGNMENT

7.7.21.15.1

To ensure adequate sight distances, street roadway line connections shall be made by horizontal curves. The minimum center lines radii for minor streets shall be 150 feet and of all other streets shall be 300 feet. On collector and major streets a minimum tangent of 100 feet shall be required between a curve and street intersection; a minimum tangent of 100 feet shall be required between reserve curves.

7.7.21.15.2

Vertical curves shall be used at all changes of grades exceeding 1 percent and shall be designed to provide minimum sight distances of 200 feet for minor streets and 300 feet for all other streets, except that vertical curves for major streets shall be as determined by the current specifications of the Utah State Department of Transportation.

7.7.21.16

FRONTAGE ON MAJOR HIGHWAYS AND MAJOR COLLECTOR STREETS

7.7.21.16.1

Where a subdivision borders on or contains an existing or proposed major street, county highway, or major collector street, access to such streets shall be limited to a minimum distance of one thousand three hundred twenty (1320) feet, unless otherwise approved by the Planning Commission. Screening may be required as a buffer to such streets.

7.7.21.16.2

Roadbed Construction Standards for Paved Roadways for Public Streets.

7.7.21.16.3

Minimum roadbed grading and paving for minor, collector, and major streets shall be established by the County Commission. Reduction of such roadway grading and paving may be approved by the Planning Commission and County Commission for one-way streets, mountain developments, or other justifiable design or topographical reasons.

7.7.21.17

STREET GRADES

7.7.21.17.1

All street grades shall be designed as follows:

7.7.21.17.1.1

Major and collector streets shall be limited to a maximum grade of 10%. Sustained grades shall be limited to 7%.

7.7.21.17.1.2

Minor streets shall be limited to a maximum grade of 12%. Sustained grades shall be limited to 9%.

7.7.21.17.1.3

Cul-de-sacs with a negative grade (if negative grade is permitted) progressing toward the turnaround shall be limited to a maximum grade of 6% and have adequate easement for drainage. All cul-de-sacs shall terminate with a grade not to exceed 3% for the last 100 feet of traveled surface.

7.7.21.17.1.4

Street intersections shall have a vertical alignment such that the grade shall not exceed 3% for a minimum distance of 50 feet each way from the centerline of the intersection.

7.7.21.17.1.5

Maximum grades shall be approved only when accompanied by changes to a lesser grade, and where length of that portion of that road at maximum grade is less than 600 feet.

7.7.21.17.1.6

All changes in vertical alignment shall be made by vertical curves with minimum length of 50 feet for local (minor) streets and 100 feet for collector and major streets.

7.7.21.17.1.7

Streets in mountainous terrain shall be designed at less than maximum allowable grade in order that they can be safely negotiated and that snow can be removed during winter.